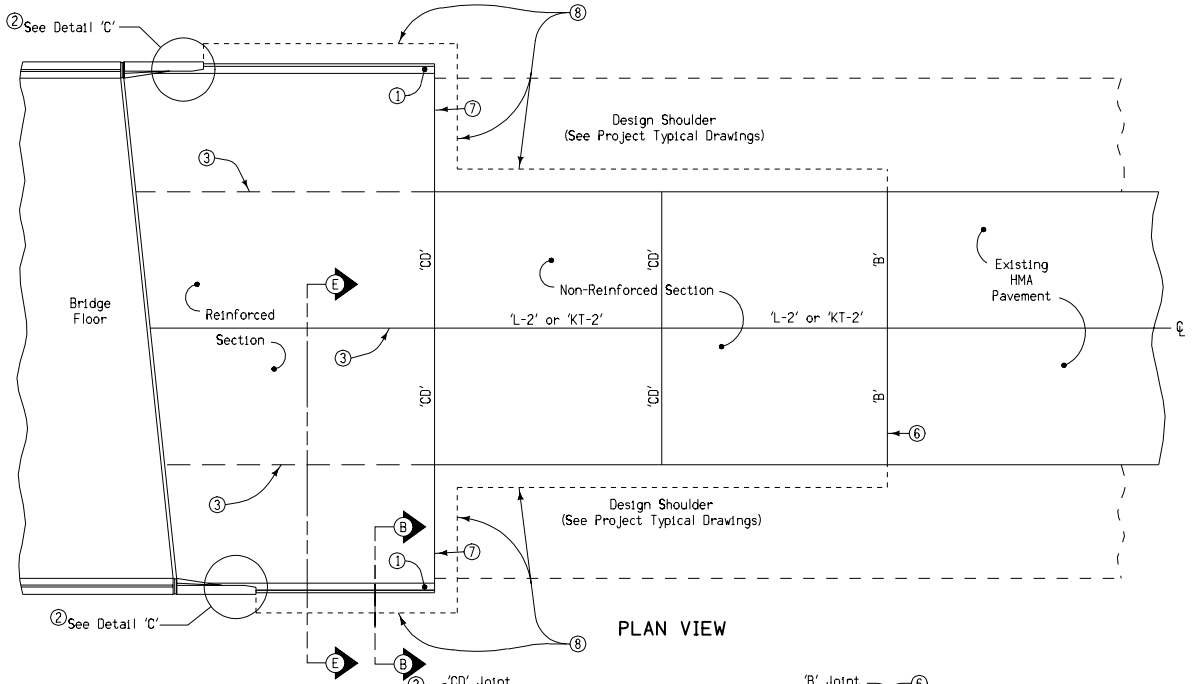
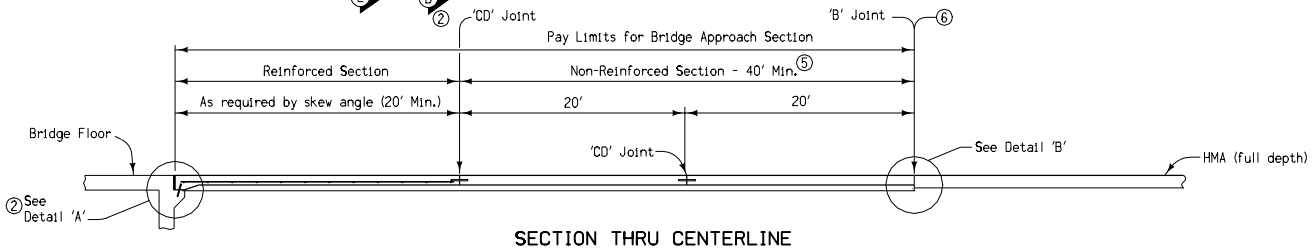
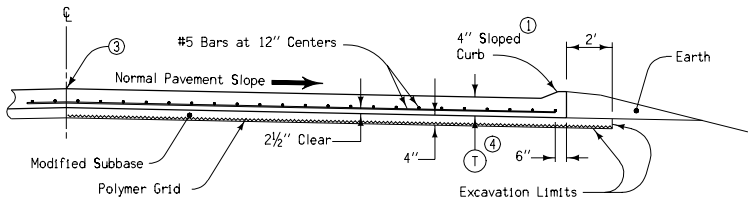


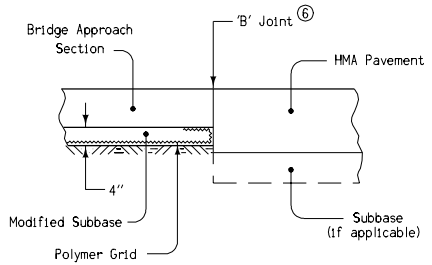
PLAN VIEW



SECTION THRU CENTERLINE



SECTION E-E



DETAIL 'B'

GENERAL NOTES:

The intent of this plan is to detail the construction of a PCC Bridge Approach Section abutting HMA pavement. The length of this section shall be 60 feet or greater.

The following items shall be considered incidental to and included in the price bid for "Bridge Approach Section":

- Furnishing and installing reinforcing steel, tie bars and dowel assemblies
- Excavation for Modified Subbase
- Furnishing and installing Polymer Grid
- Furnishing and backfilling with Modified Subbase
- Placing, finishing, texturing, transverse grooving, curing, all joint construction and all other materials and labor to construct "Bridge Approach Section" as detailed on this sheet

① Build 4" Sloped Curb to end of Reinforced Bridge Approach Section. See Curb Location Details (Section B–B).

② For Section B–B, Detail 'A', and Detail 'C', see Standard Road Plan RK–19A.

③ Longitudinal Joint
Single Pour – Saw cut joint per detail B on Standard Road Plan RH–51.
Two Pours – Use 'KS' Joint.

④ T = 10" on all primary road system projects.
T = 12" on all Interstate road system projects.

⑤ Minimum 2 panels, maximum 3 panels; 20' panel length, use 'CD' Joints.

⑥ The contractor may be required to saw cut the HMA pavement full depth to accommodate the 'B' joint.

⑦ Use 'RD' joint where PCC shoulder, 'B' joint otherwise.

⑧ Excavation limits of Modified Subbase 2' outside of pavement edge, see Standard Plan RK–19A.

For additional information, see Standard Road Plans RH-50, RH-51, RH-52 and RK-19A.

Iowa Department of Transportation
Highway Division

STANDARD ROAD PLAN RK-19J

REVISION: Removed option to use granular subbase.

REVISION NO. 14

APPROVED BY DESIGN METHODS ENGINEER

REVISION DATE 10-29-02

BRIDGE APPROACH SECTION (AT EXISTING BRIDGES, HMA PAVEMENT)